

MISTAKEN SIGNALS RESULT IN 12 DEATHS

While Stopping at Siding, at Midvale, N. J., Excursion Train from Hoboken Crashed Into by Two Locomotives Pulling Regular Train.

Engineer Asserts that the Switch Operator Gave Him the Signal for Clear Track—Authorities Are Now Trying to Fix the Blame.

Every effort is being made to-day to place the blame for the wreck on the Erie Railroad in which twelve persons were killed, two missing, and fifty seriously injured, some fatally.

Officials of the railroad declare that William Richards, the signal operator at Midvale Station, thirty-four miles from New York, is alone responsible, he having given the wrong signal to a train in the rear of an excursion train.

Richards declares that the signal at Midvale was out of order and that it failed to respond to the lever.

The railroad officials also blame the flagman of the excursion train, declaring that he did not go far enough back to flag the second train when his own train was stopped.

The Erste-Plattdeutscher Verein, of Hoboken, a very popular organization, started on its first annual excursion for Greenwood Lake at 8.30 o'clock yesterday morning. Twelve cars were necessary to carry the merry party of excursionists. Poor time was made.

SECOND TRAIN ONE HOUR BEHIND.

The regular Greenwood Lake Sunday train started nearly an hour afterward. It also was a double-header, being drawn by two engines. The leading engine was in charge of Engineer John Landwasser and the second engine in charge of Engineer McKeown. There was no trouble with either of the locomotives on the second train and it made good time. By the time Midvale was reached the second train was close to the first one. The forward locomotive drew up at Midvale for water. Just at this point there is a sharp curve and the intervening buildings are so placed that a train must go past the Midvale station for some distance before the engineer can see clear to the water tank. Just back of the station there is a block signal.

When the excursion train came to a stop many of the excursionists piled off the rear of the last coach and off the sides of some of the others and began to pick flowers alongside of the track. There was no thought of danger and every one was laughing and talking.

Behind the excursion train came the heavy regular train, its two locomotives puffing and pulling. The locomotives reached a down grade and were spinning along at a rapid rate. The signal man says that he pulled the lever throwing the signal "to stop." If this lever was pulled it was not seen by Engineer Landwasser, who says that the signal "Track clear" was given.

Down the tracks came the heavy train, throttles of both locomotives wide open. The regular train does not make a stop at Midvale. Landwasser was within four hundred feet of the rear car of the forward train when he saw the excursionists picking flowers at the side of the track. Then the rear car loomed up in front of them.

ENGINEER SIGNALLED.

He blew his whistle, threw sand on the rails and reversed the lever. The engineer of the trailer did not understand the warning whistle, nor did he see the danger ahead. The reversing wheels grated along the rails with a loud creaking, and the heavy coaches tolled and bumped as the speed was cut down.

Men and women, screaming, sprang from their seats and through the rear door saw the approaching train. They made for the front door, trampling upon one another, pushing and fighting, as they made for safety. The door became clogged with the struggling mass of humanity.

Then came the collision. The engine struck the rear coach with a noise hardly louder than the noise made by the coupling of two freight cars. The rear car was driven ahead into the second car. These cars were both old. The framework of the rear car crumbled and shot ahead into the framework of the second car. The ironwork, twisted from the impact, held the two cars together. Struggling men and women piled high in the doorway and on the front platform of the last car and the rear platform of the car ahead, were caught in the debris and hemmed down, their bodies crushed by the twisted iron and splintered woodwork and held as though with vices.

Men started through the rear car. Inside of it they found men, women and children pinned beneath seats, held by the twisted iron and broken framework. Some were dead. One man's head was cut off. Others were unconscious.

On the platforms of the two coaches the conditions were even worse. In one great heap lay dead, dying and injured. All were held fast.

The locomotives of the second train backed off without any difficulty. Passengers from the second train joined the work of relief. Women in these coaches, following the example set by the churchwomen, rolled up the sleeves of their gowns and helped carry the dead to the side of the track as they were released from the wreckage, and then they began to extend first aid to the injured.

WOMEN'S GOWNS FOR BANDAGES.

There were no bandages, but women tore strips from their dresses. They used their handkerchiefs and their sleeves in staying the flow of blood. Dr. D. N. Shippey, of Milvale, and Mrs. Howe and Colfax, of Pompton Lake, were soon working with the women.

Hovering in and out among the long lines of injured were two priests. When it was seen that some poor sufferer was about to gasp for breath, that death was coming, one of the priests would draw near and extreme unction would be administered.

On the relief train from Jersey City were Des. McGill, Walwright, Mulvaney, Falson, Wertz, Haut and Hill.

The Erie police quickly got hold of Hermann Richards, and took him to the head offices in Jersey City. His place at the key was taken by his brother, John, who has been the signalman on alternate days.

At midnight all except one of the bodies had been brought to Hoboken, where they were identified by George H. Meyer, President of the Plattdeutscher Verein, and turned over to Undertaker Charles Hoffman. One dead body was left at Little Falls in order that Coroner Barrett might take a jury there tomorrow and go through the necessary formalities of an inquest.

Some Excursionists Go On. The uninjured cars of both trains made up into two new trains, and, as the excursionists were carried there, the other train was used to carry the survivors, the uninjured excursionists, and the seriously injured back to Hoboken. The trucks of the second train were left at Little Falls.

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HOW THE CARS WERE TELESCOPED IN REAR-END COLLISION, RESULTING IN LOSS OF EIGHTEEN LIVES.



LIST OF THE DEAD IN THE ERIE RAILROAD WRECK.

BECKER, HENRY, forty-two years old, No. 10 Paterson street, Hoboken.
KANZER, HARRIS, forty-one years old, No. 313 Pearl street, Manhattan.
KANZER, WILLIAM, son of Harris, No. 313 Pearl street, Manhattan.
KOH, HENRY, twenty-eight years old, No. 600 Newark street, Hoboken.
LANE, WILLIAM, thirty-two years old, No. 118 Jefferson street, Hoboken.
LEHNKUH, MRS. ANNIE, fifty years old, Catharine street, Manhattan.
McDERMOTT, EDWARD, thirty-eight years old, No. 609 Ferry street, Hoboken.
OTTENSTEDT, HENRY, thirty-eight years old, No. 106 Monroe street, Hoboken.
RENZ, WILLIAM, thirty-eight years old, No. 507 West street, Manhattan.
ROHLFING, HENRY, fifty-one years old, No. 652 First street, Hoboken.
SHEARER, GEORGE, twenty-five years old, No. 107 Jackson street, Hoboken.
WHITMEYER, WILLIAM, twenty-seven years old, Marshall street, Hoboken.
WISKOW, Mrs. WILLIAM, missing, No. 379 Mountain road, West Hoboken.
KELLY, E. J., Terrace avenue, Jersey City.

HIT BY PITCHER, DIES DAY AFTER

PHILADELPHIA, July 11.—Hiram Williamson, aged twenty-two, pitcher of the Providence (Md.) Baseball Club, who was hit in the back of the head by a pitched ball yesterday, died in the University Hospital here to-day of concussion of the brain.

RESULTS ON THE WESTERN RACE TRACKS.

RESULTS AT FORT ERIE.

FORT ERIE RACE TRACK, ONTARIO, July 11.—The races ran here to-day resulted as follows:
FIRST RACE—Three-year-olds; six furlongs.—The Globe, 112 (Croughan), 4 to 1 and 2 to 1; won; Loie, 107 (Wedderstrand), 2 to 1 and 4 to 5; second; Valhalla, 107 (Aker), 10 to 1 and 3 to 1; third. Time—1:10.

SECOND RACE—Maiden two-year-olds; five furlongs.—Euba, 111 (Munro), 3 to 2 and 1 to 2; won; Lythelac, 106 (Hodg), 3 to 1 and even; second; Melville, 106 (Aker), 20 to 1 and 3 to 1; third. Time—1:14.

THIRD RACE—For three-year-olds and upward; one mile and an eighth.—Harbor, 103 (Reckstetter), 1 to 1 and 5 to 1; won; Handmade, 106 (Paul), 4 to 1 and 1 to 1; second; Rough Rider, 106 (Treuhel), 5 to 1 and 2 to 1; third. Time—1:54.

FOURTH RACE—Three-year-olds and upward; six furlongs.—Chatterbox, 106 (Carney), 8 to 1 and 3 to 1; won; Mixer, 107 (J. Walsh), 3 to 1 and 2 to 1; second; Bank Street, 108 (Munro), 5 to 1 and 4 to 1; third. Time—1:14.

FIFTH RACE—Two-year-olds; 5 1/2 furlongs.—Pirate Polly, 102 (Munro), 6 to 1 and 2 to 1; won; Leida, 98 (C. Smith), 1 to 1 and 1 to 1; second; Rossini, 103 (Munro), 3 to 1 and 2 to 1; third. Time—1:14.

SIXTH RACE—Three-year-olds; six furlongs.—Won by Love Note, 104 (Truett), 5 to 1 and 3 to 1; second; 106 (Munro), 10 to 1 and 5 to 1; third. Time—1:11.

PICNIC DAY FOR THE BATTERMANS.

The Association of Employees Has Grand Day's Sport at Glendale. Werner's Elberode Park at Glendale was the scene of picturesque animation on the afternoon of Friday, July 8. The picnic of the Battersmans, a group of the H. Battersmans store. They were out for a day's fun to celebrate the first of the regular Friday half-holidays, which have become an established custom with this house during the months of July and August.

Swiss & Co.'s sales of fresh beef in New York City for week ending Saturday, July 9, averaged 9796 per pound.

EVENING WORLD RACE CHART

FIFTH DAY AT BRIGHTON BEACH.

The Evening World's charts are indexed from first race at Aqueduct.

450	FIRST Race—\$500 added; selling; for three-year-olds and upward; maiden lock eyes; six furlongs. Start good. W. van Dringen. Time—1:14. Winner, ch. b. br. Hathampton—Agnes Flash. Owner, J. G. Follansbee.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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